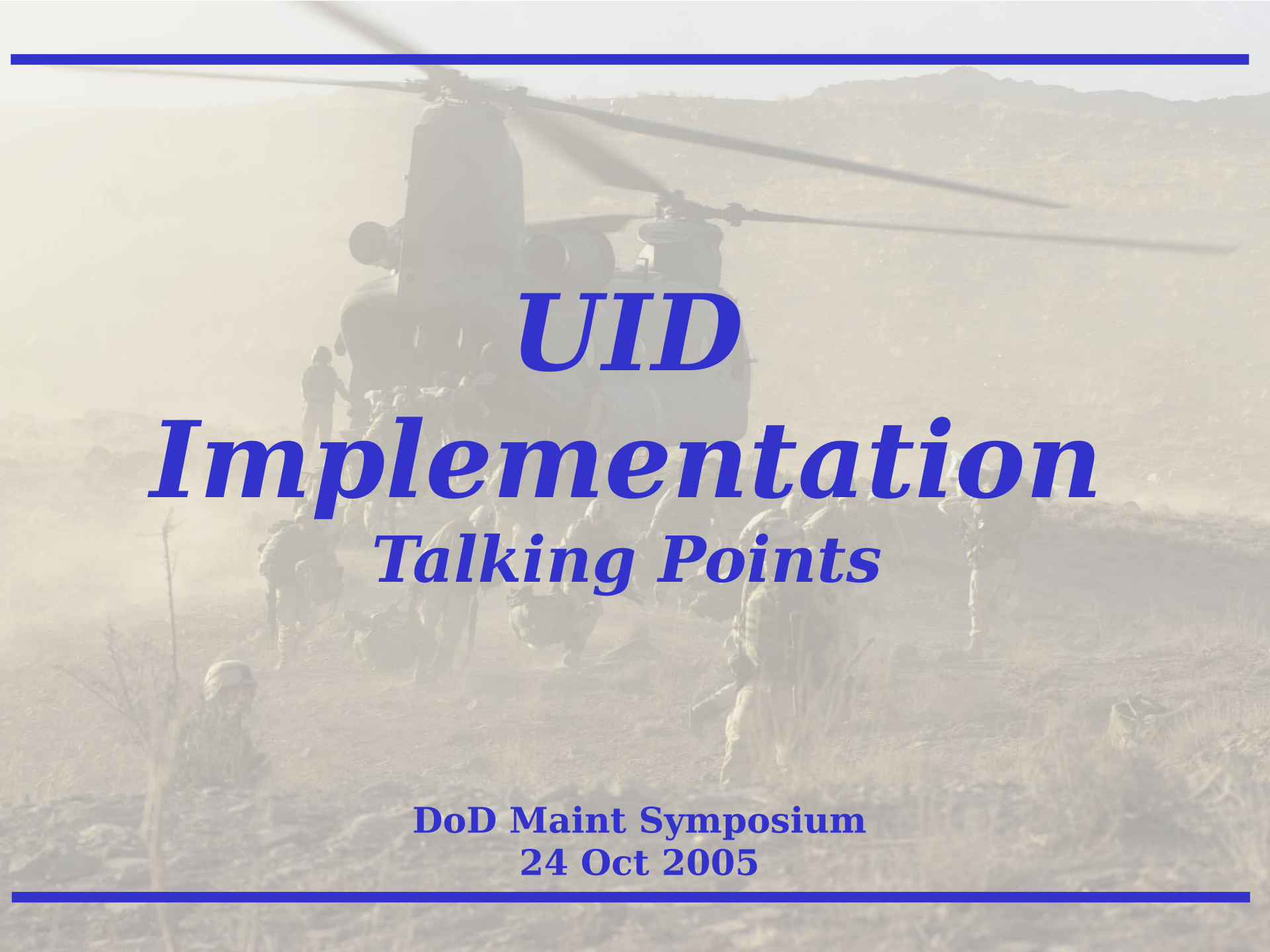


UID Implementation

Talking Points

DoD Maint Symposium
24 Oct 2005

UID is not about Marking Parts.

UID is about "Intelligent Data".

UID Implementation requires:

Transformation

not

Modernization

The DoD Objective Process Change!

Mark Parts
- Legacy
- New

+

Information System
Maintenance
Supply
Transportation

Yields

Intelligent Data

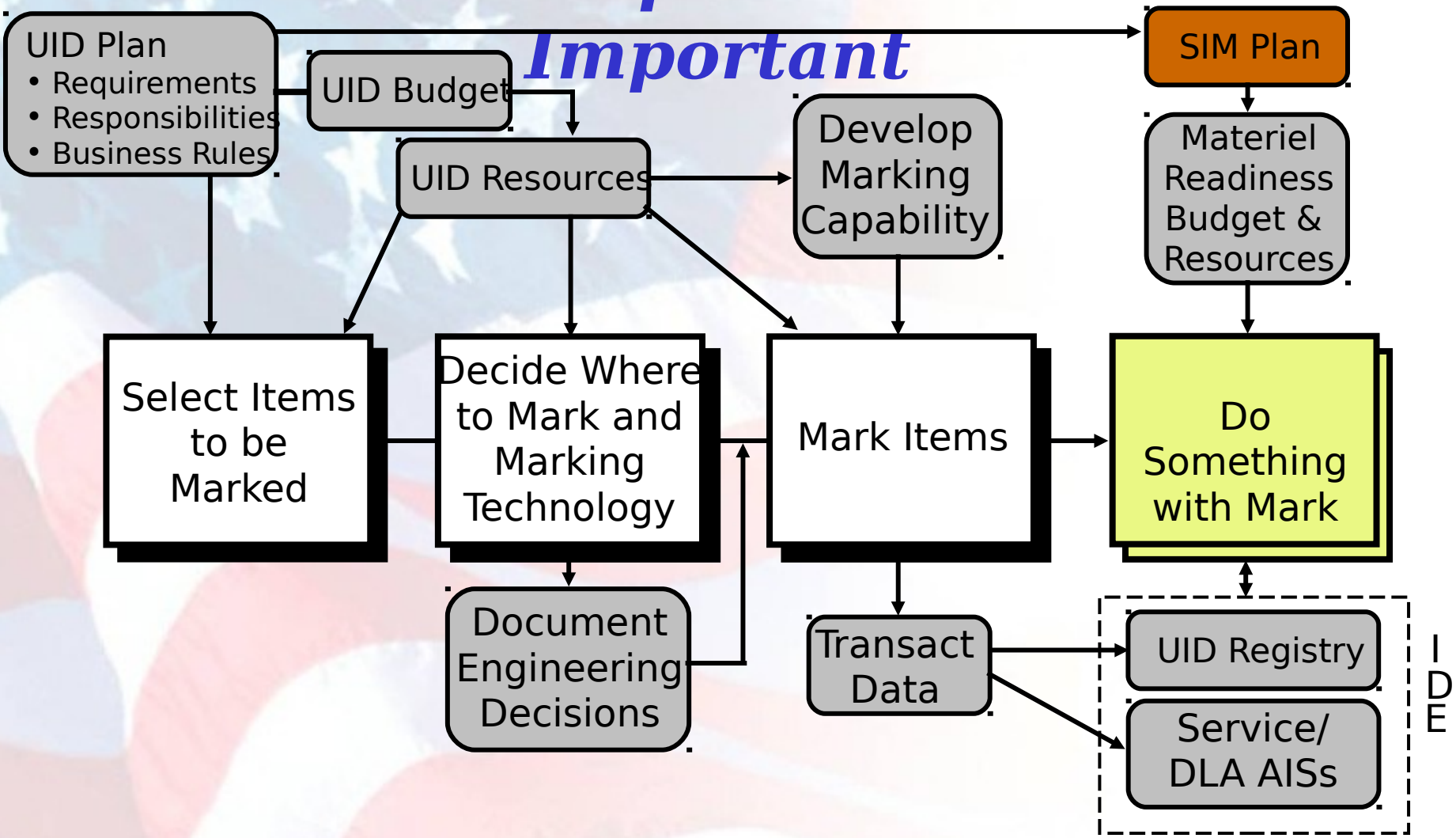
Enable

Fleet Management

Some Basic Truths

- AIT (Parts Marking).
  - A Cost Liability!
  - There is no ROI!
  - Does not provide new capabilities.
- AIS (Information Systems).
  - Define rule set.
  - Enable change.
  - Will work without Parts Marking.
- Benefits.
  - Only occur with effective interface of AIT and AIS.

Roles and Responsibilities - Shared Expectations are Important



Phases of UID Implementation

- Today (As-Is)
  - Parts
    - > None marked
  - Legacy Information Systems
    - > Paper
    - > Automated
- Transition (10-20 years)
  - Parts
    - > Marked and unmarked
  - Information Systems
    - > Legacy and new
- Objective System
  - Parts
    - > 80% of population marked
  - Information Systems
    - > ERP solutions in place

UID Challenge in Transition Phase

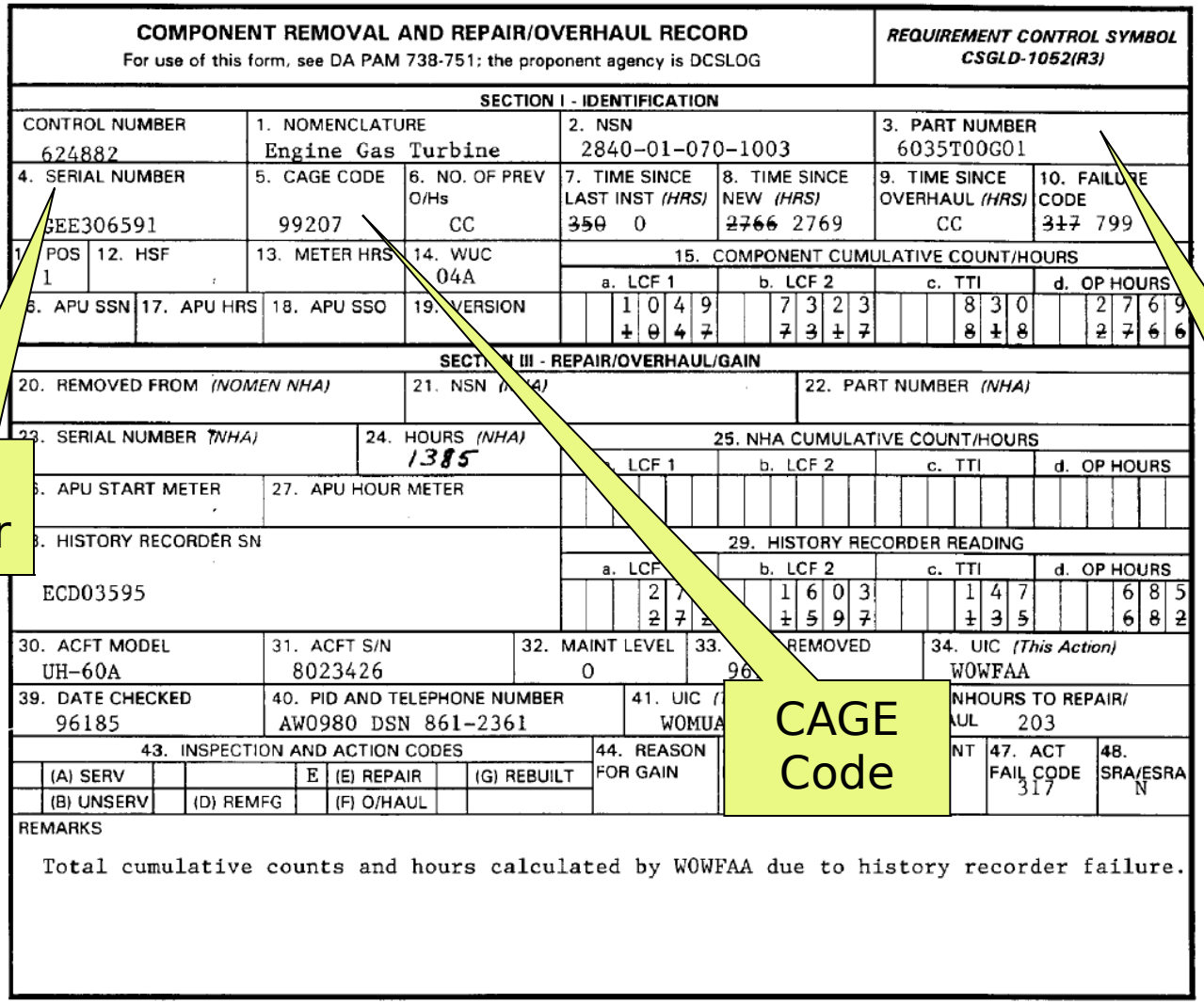
- Interoperable solution decisions.
  - UID Policy permits wide range of choices.
    > All choices meet UID Objective goals.
  - Marked parts need to work with legacy Information Systems to the fullest extent possible.
    > Human Readable Information
    > Machine Readable Code
- Examine Legacy system data requirements.
  - Most systems require one or two pieces of Information
    > Current Name
      - All systems.
    > SSN
      - Serial Number Tracking systems.
      - Accountability Systems.

Where are we Now?

Interoperability across DoD

- Components cross service lines.
- Depots service weapon systems for multiple service customers.
- Information systems must feed common DoD registry.
- UID data elements.
  - Clear and unambiguous across enterprise.

Army SNT - DA Form 2410



COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

REQUIREMENT CONTROL SYMBOL
CSGLD-1052(R3)

SECTION I - IDENTIFICATION

CONTROL NUMBER	1. NOMENCLATURE	2. NSN	3. PART NUMBER
624882	Engine Gas Turbine	2840-01-070-1003	6035T00G01

4. SERIAL NUMBER	5. CAGE CODE	6. NO. OF PREV O/Hs	7. TIME SINCE LAST INST *(HRS)*	8. TIME SINCE NEW *(HRS)*	9. TIME SINCE OVERHAUL *(HRS)*	10. FAILURE CODE
GEE306591	99207	CC	~~350~~ 0	~~2766~~ 2769	CC	~~317~~ 799

11. POS	12. HSF	13. METER HRS	14. WUC
1			04A

15. COMPONENT CUMULATIVE COUNT/HOURS

a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS
1049 ~~1047~~	7323 ~~7317~~	830 ~~818~~	2769 ~~2766~~

16. APU SSN	17. APU HRS	18. APU SSO	19. VERSION

SECTION III - REPAIR/OVERHAUL/GAIN

20. REMOVED FROM *(NOMEN NHA)*	21. NSN *(NHA)*	22. PART NUMBER *(NHA)*

23. SERIAL NUMBER *(NHA)*	24. HOURS *(NHA)*
	~~1385~~

25. NHA CUMULATIVE COUNT/HOURS

a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS

26. APU START METER	27. APU HOUR METER

28. HISTORY RECORDER SN
ECD03595

29. HISTORY RECORDER READING

a. LCF	b. LCF 2	c. TTI	d. OP HOURS
2 ~~2~~	1603 ~~1597~~	147 ~~135~~	685 ~~682~~

30. ACFT MODEL	31. ACFT S/N	32. MAINT LEVEL	33. REMOVED	34. UIC *(This Action)*
UH-60A	8023426	O	96	W0WFAA

39. DATE CHECKED	40. PID AND TELEPHONE NUMBER	41. UIC	NHOURS TO REPAIR/
96185	AW0980 DSN 861-2361	WOMUA	AUL 203

43. INSPECTION AND ACTION CODES						44. REASON FOR GAIN	NT	47. ACT FAIL CODE	48. SRA/ESRA
(A) SERV		E	(E) REPAIR		(G) REBUILT			317	N
(B) UNSERV	(D) REMFG		(F) O/HAUL						

REMARKS

Total cumulative counts and hours calculated by W0WFAA due to history recorder failure.

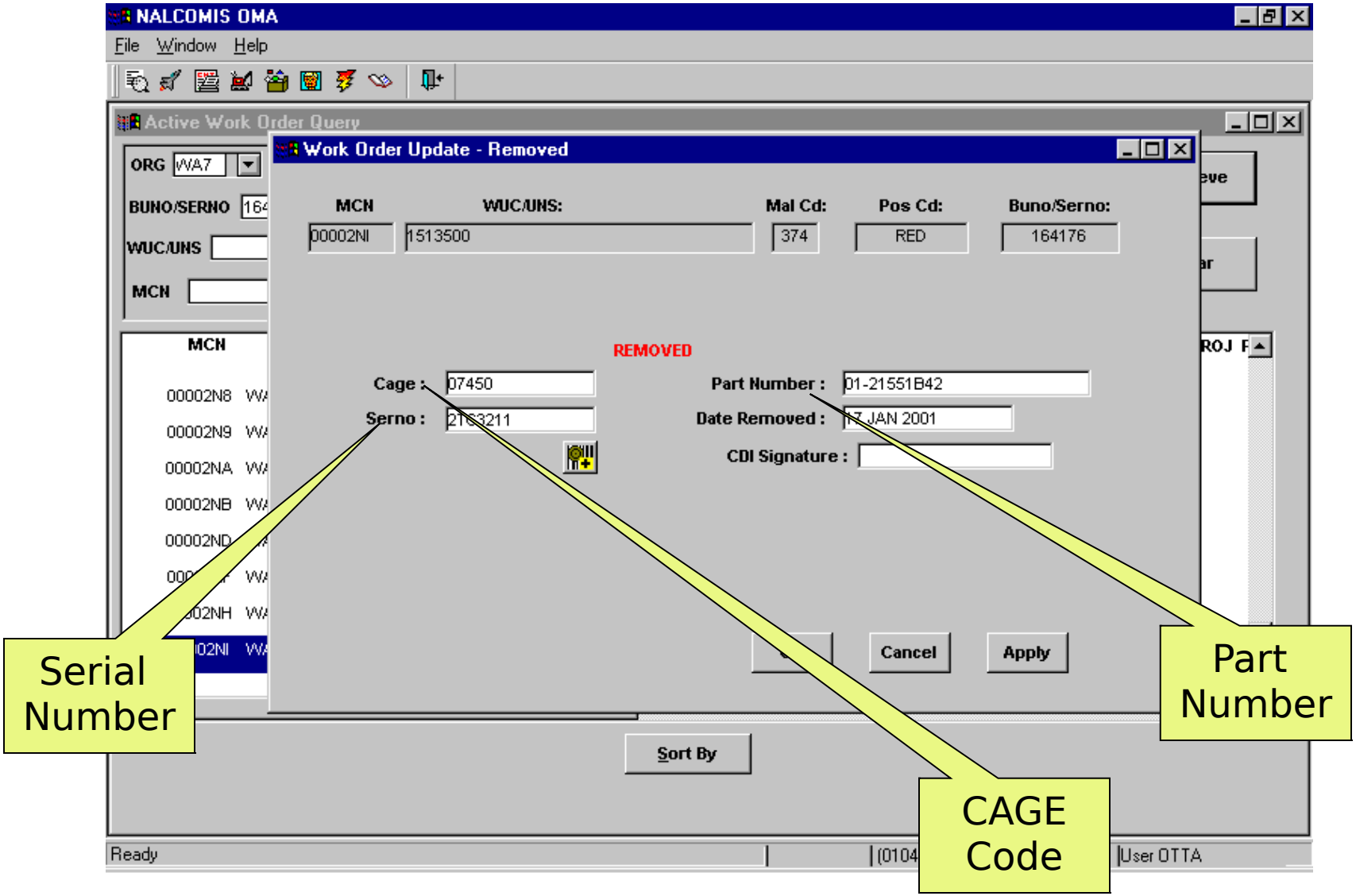
DA FORM 2410, OCT 97 — DA FORM 2410, JAN 92, IS OBSOLETE — REPAIR/OVERHAUL/GAIN COPY 2

Serial Number

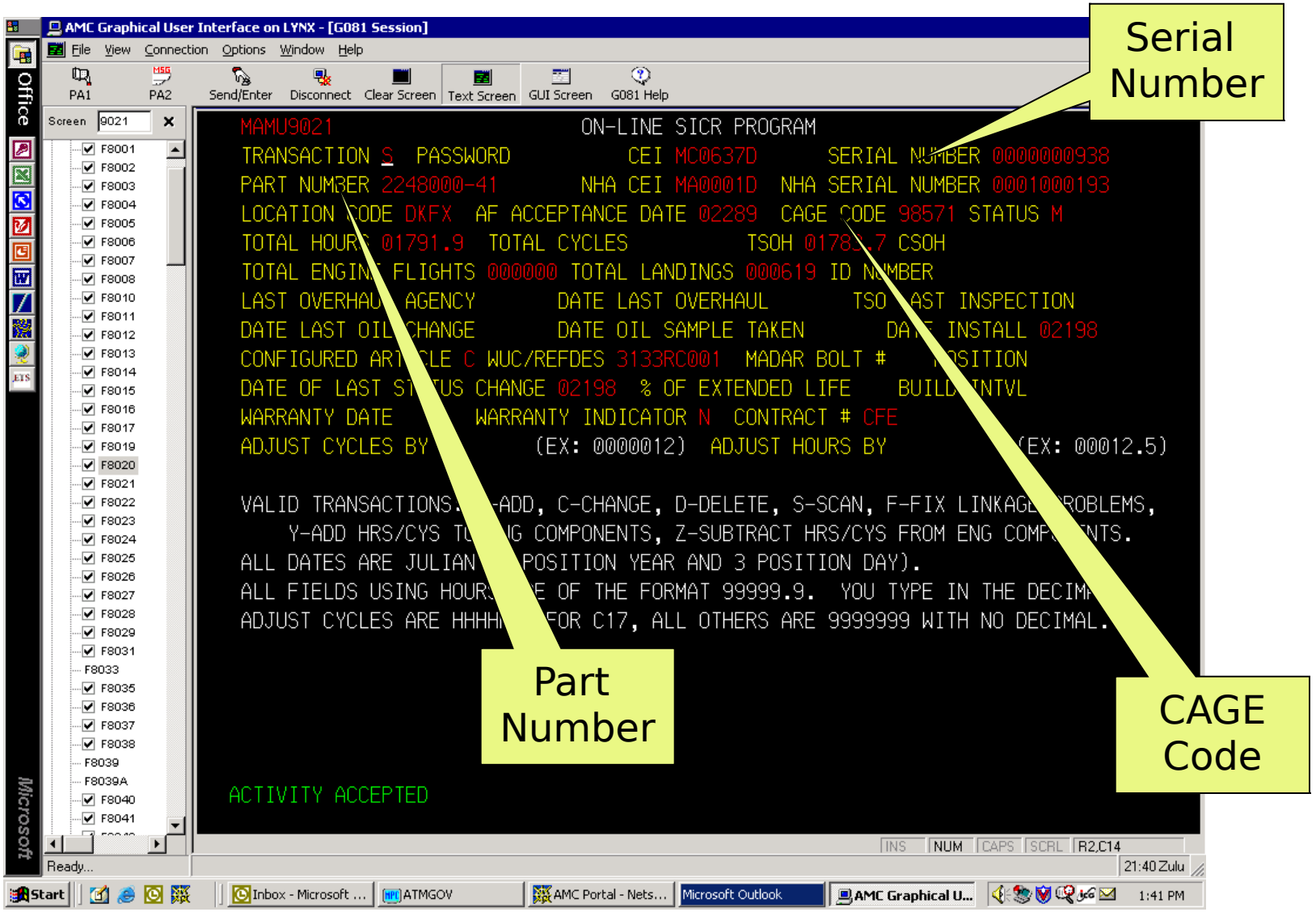
CAGE Code

Part Number

Navy SNT – NALCOMIS OMA



Air Force SNT – Form GO-81

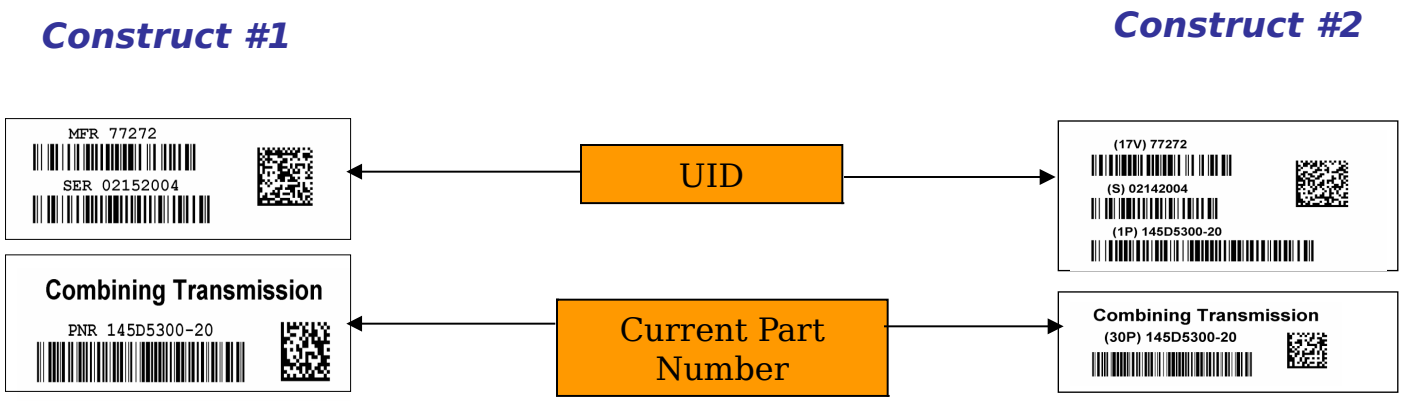


DoD Policy Guidance

	UID Construct #1	UID Construct #2
Based on current enterprise configurations	If items are serialized within the Enterprise	If items are serialized within Part Number
UID is derived by concatenating the data elements IN ORDER:	Issuing Agency Code* Enterprise ID Serial Number	Issuing Agency Code* Enterprise ID Original Part Number Serial Number
Data Identified on Assets Not Part of the UID (Separate Identifier)	Current Part Number	Current Part Number

*The Issuing Agency Code (IAC) represents the registration authority that issued the enterprise identifier (e.g., Dun and Bradstreet, EAN.UCC). The IAC can be derived from the data qualifier for the enterprise identifier and does not need to be marked on the item.

DoD UID Mark



- UID
  - 2 data elements
- Current Part Number
  - 1 data element
- Solution is interoperable with:
  - SNT
  - MMS

- UID
  - 3 data elements
- Current Part Number
  - 1 data element
- Solution requires software changes to be interoperable with:
  - SNT
  - MMS

Issues to Address

Existing Parts that are currently serialized.

1. Replicate existing data on part.
   - Easiest solution.
   - Is the data unique?
     - > There are known duplicates out there but no one knows how many.
   - Which construct to use?
     - > Legacy EID must verify serialization standard.
     - > Most solutions will follow construct 2.
2. Apply a UID with new data elements. (serialize within Government CAGE)
   - Guarantees uniqueness.
   - SNT registry provides link to legacy info.
   - Permits either construct.
   - Compatible with current Information Systems.

Summary

- Data is the key!
  - UID means error free data.
- Implementation Plan needs to focus on Transition Phase.
  - UID solution should impose little or no impact on current information systems.
- UID is the enabler that ties an effective SIM policy to weapon system life cycle management.

Backups

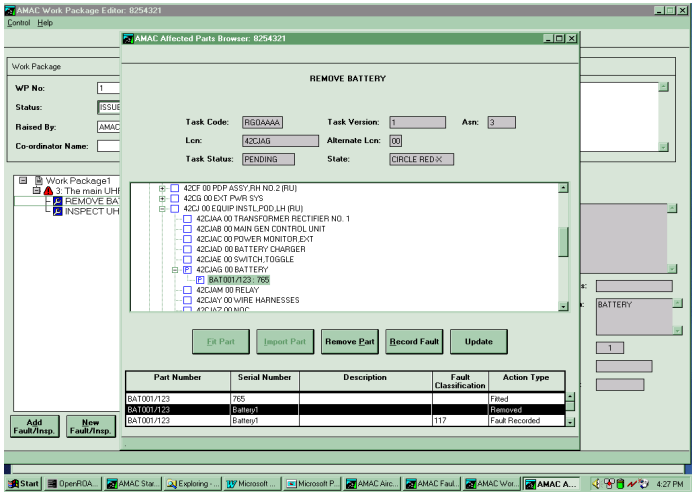
Where did we start?

The details.

AATD
Aviation Parts Marking Demonstration

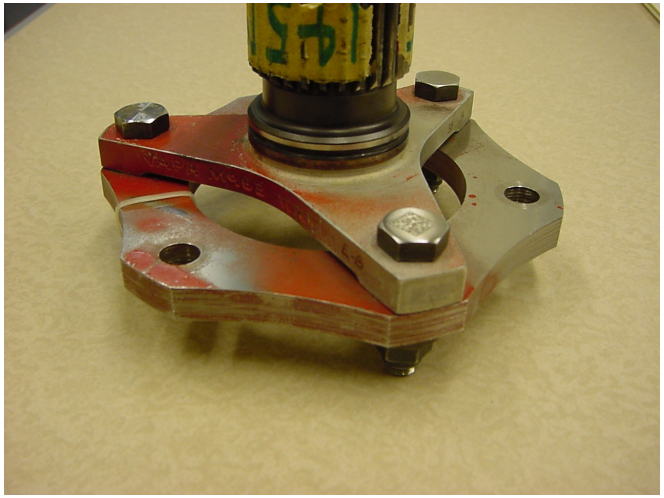
- AMCOM Approval
- Aircraft 8001
- Interface to AMAC Config Mgt Module
- Demo complete 5/2/01
  - On-aircraft Inventory
  - Accessibility
  - Mark Quality
  - User Comments

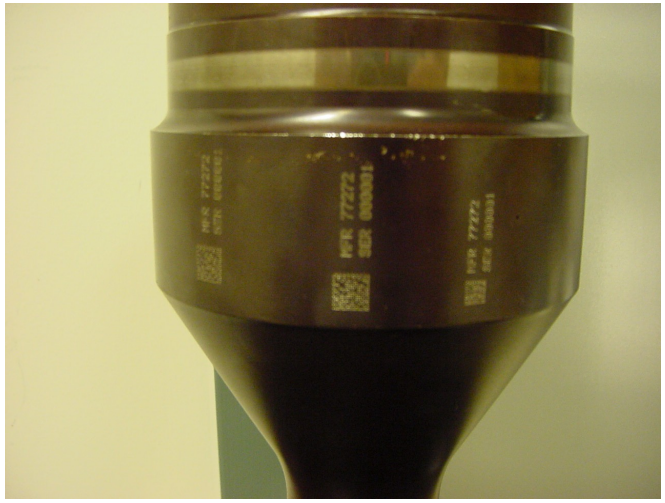


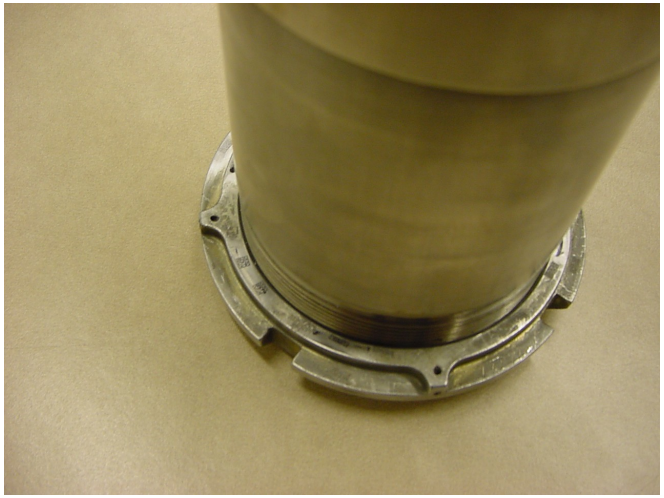


Direct Marking









Labels


PNR.114K2012-3


HELIC. MODEL CH47
PART NO. 114R1702-37
CONFIG. NO. D/AK50-83-0-0011
BLADE SERIAL NO. A-1-1138
SET SERIAL NO.
MODIFICATION NO.
CODE IDENT NO. 77272


SERVICING INSTRUCTION
SHOCK STRUT
WARNING
RELEASE AIR IN STRUT THROUGH AIR VALVE
BEFORE DISASSEMBLY
MAINTENANCE CHECK

You can't improve what you can't measure!

Elements of Effective Parts Marking

- Data is the key.
- Part uniquely identified.
  - –Serial number.
  - –Cage Code.
  - –Part number.
- Mark lasts for life of part.

PM Cargo Parts Marking Solution.
UID Construct 1

- 2-data element configuration for UID.
- Re-serialize existing parts with Government CAGE.
- 3-data elements on part.
- Only current part number on label.
- Interoperable with Current Information System.



